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KMC BRIEFING

16 MAY 1956

POR T OF AMOY

- I. Amoy, ChiCom's finest port south of Shanghai, presently idle:
  - A. Shipping lane lies under guns of Nationalist-held Quemoy.
- II. But ChiComs now busily building rail link between Amoy and China's main rail system, constructing elaborate and expensive terminal area at Amoy waterfront. (map).
  - A. Obvious that project is extravagant unless Amoy once again opened to commercial shipping, and ChiComs have already hinted this intention.
  - B. Rail link will probably be completed late this year: most preliminary construction complete and one quarter of 435-mile track already laid.
  - C. Thereafter, if port is to open, Nationalist Quemoy must be neutralized.

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NFC BRIEFING

15 May 1956

**RE-OPENING OF AMOY PORT**

- I. The island city of Amoy, in Fukien Province, is Communist China's finest port south of Shanghai. However, due to combat operations in the area, no coastal shipping—either domestic or foreign—has been calling there, and although the docks are protected from Quemoy artillery fire by a ridge in the center of Amoy Island, the shipping lane to the port is vulnerable to Nationalist fire.
- II. At present, the Chinese Communists are sparing no effort in construction of a rail line across Fukien Province, which will have a terminal on Amoy Island. After completion of this rail line, probably late this year, it would be logical for the Chinese Communists to reopen Amoy port to commercial shipping. To do so effectively, they will have to neutralize the Nationalist-held Quemoy.
- III. [redacted] the Communists have undertaken a sizeable construction effort on the Amoy terminal of the Fukien railway. Providing a line to the dock area in the south of the island requires tunneling and a clearing of government and school buildings near the docks to make room for a railway marshalling yard. Preliminary clearing and right-of-way construction is in evidence from Kaochi on the north to the docks in the south. One of two necessary causeways to carry the rail line from mainland to island is already complete and the other is under construction.

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IV. The Communists have been pushing construction of the Fukien railway. Crossing some of China's worst terrain, they have in the past 17 months completed all preliminary construction and laid track for more than 100 miles of the 435-mile line. Foundations of all but two of the bridges are in place. Completion of the line will mean a big boost in Communist ability to supply military forces and airfields in the Anoy area. The line's estimated capacity (4-5 thousand tons a day) will be twice the capacity of the Province's highway system.

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